C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

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AVIATION FUEL PRICES began soaring last week within hours of Iraq's invasion of Kuwait. Chevron notified its customers that prices for both avgas and jet fuel were being boosted six cents per gallon effective midnight Thursday and Phillips 66 raised prices for both products by five cents per gallon. Conoco said jet fuel was going up six cents per gallon while avgas prices were being boosted by 10 cents per gallon. Tankers to haul fuel were already in short supply in some areas Friday as customers rushed to obtain as much product as they could in advance of possible further price increases this week.

UNIVERSITY OF OKLAHOMA was awarded a $109.9 million contract Friday by FAA to continue providing training for air traffic controllers at FAA's Mike Monroney Aeronautical Center in Oklahoma City. OU, which has been under contract to provide training for potential controllers for the past nine years, said the new agreement will create approximately 150 new jobs at the university. OU was one of four competitors for the five year contract.

MEMBERS OF DISTRICT 70 of the International Association of Machinists and Aerospace Workers were scheduled to meet Saturday (Aug. 4) for a briefing on the status of negotiations with Beech Aircraft on a new labor agreement *(BA, July 30/33)*. Union and company representatives held numerous meetings last week discussing a range of issues including a general wage increase, cost of living adjustments, pensions and overtime pay. The current contract was scheduled to expire yesterday (Aug. 5).

NEW HEADQUARTERS BUILDING being planned for the Department of Transportation *(BA, July 30/34)* will contain over 2.4 million square feet, large enough to accommodate 12,200 employees. Offices to be consolidated in the new building currently have about 11,600 employees. DOT's present headquarters building has just under 1.1 million square feet of occupiable space.

LEARJET ADDING ENGINEERING EMPLOYEES FOR PRODUCT DEVELOPMENT PROGRAMS

Learjet Inc., which has been unable to fund new product development programs for several years because of the financial problems of its former parent company, last week said it is adding more than 200 employees in engineering and tool design to work on new products. Learjet officials have had plans for months for updated models of its existing aircraft product line, but money was not available for development work while the company was owned by Integrated Resources. Learjet was acquired by Bombardier, Inc. at the end of June and Learjet President Brian Barents said then that one of the most immediate benefits for Learjet is "it's going to allow us to look at executing some of the programs we've been looking at" *(BA, July 2/1)*.

Barents said Thursday the company has hired about 50 engineering personnel and has open requisitions for an additional 100 engineering and 60 tooling employees. He said the hiring of additional personnel is "a direct result of Bombardier's recent acquisition of the company which has led to the release of certain programs involving product improvement and product development." Learjet officials declined to elaborate on those programs, but they are believed to include a new Model 45 – an improved version of the 35A – and the Model 65 – an updated 55C *(BA, July 2/2)*.

Announcement of the additional employees is the second positive result of Bombardier's acquisition

(Continued on the following page)

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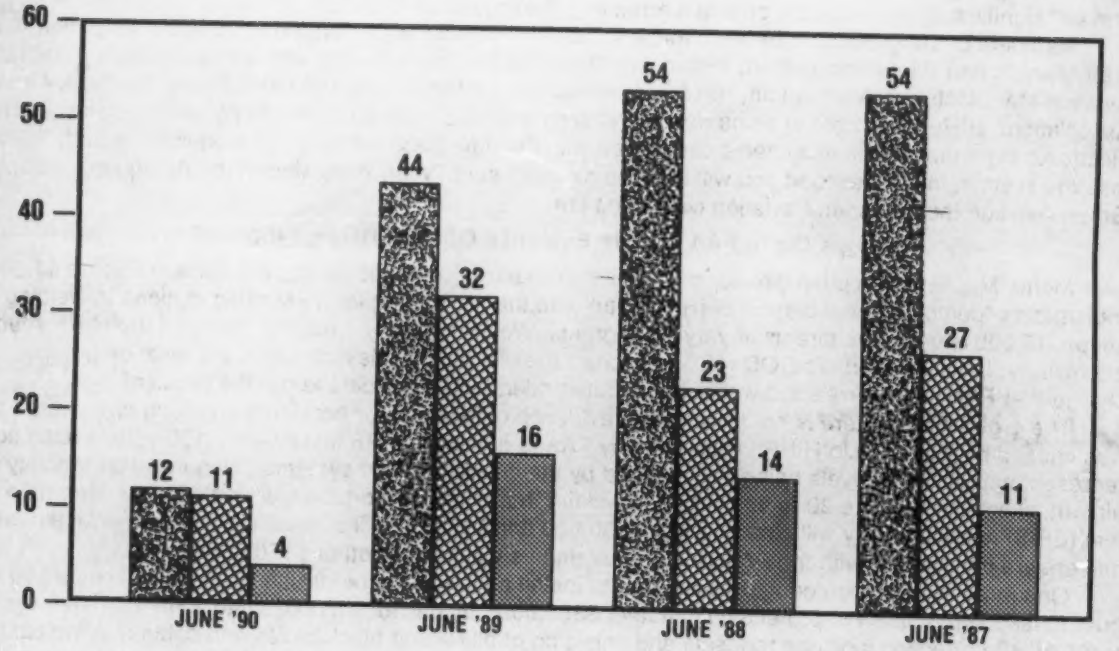
USED RETAIL JET DELIVERIES - NORTH AMERICA



FOR THE MONTH OF JUNE

LIGHT

SN601 Corvette
Beechjet 400
Citation 1 + 2
Falcon 10 + 100
I.A.I. 1121 A/B/C Commodore Jet
Lear Jet 23/24/25/28/29/35/36
MU300 Diamond 1/1A/2
MS760 Paris Jet

MEDIUM

Citation 3
Falcon 20/200
BAE 125 (All Models)
I.A.I. 1123/1124/1124A Westwind
I.A.I. 1125 Astra
Lear Jet 55/55ER/55LR/55XLR/55C
Saberliner (All Models)

HEAVY

CL600/601 Challenger
Falcon 50/900
G1159 Gulfstream 2/2B/3/4
Lockheed Jetstar (All Models)
All Airliner Type Jets
Such as Boeing 707 and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

JULY '90

BUSINESS AVIATION BRIEFS

ROMEO CHARLIE, INC., the parent company of Piper North Corp., said an agreement with the state of Pennsylvania to establish an aircraft manufacturing operation in Lock Haven, Pa. "has been suspended." The Pennsylvania General Assembly unanimously passed a financial aid package last year to facilitate resumption of aircraft manufacturing in Lock Haven, where Piper was formerly headquartered *(BA, Dec. 18/193)*. The plant was to have produced Piper Navajos and the Lopresti-Piper Swiftfury. M. Stuart Millar, owner of Piper Aircraft and Romeo Charlie, said, "As part of Romeo Charlie's continued efforts to focus on the long-term financial stability of Piper Aircraft, it was determined that participation in this business venture would not be possible."

* * *

BUTLER AVIATION OFFICIALS, who acknowledge that its chain of fixed-base operations has an image problem, have retained the Kansas City firm of Eidson Speer Watson and Dickerson to handle advertising and public relations.

* * *

ROLLS-ROYCE said it signed a contract with leasing company Associated Aerospace to provide Tay 650 turbofan engines for 50 new Romanian-built 1-11 transport aircraft. Contract, which could lead to about $225 million worth of business, is expected to be implemented this month. Associated Aerospace has signed a contract with Interpriderea d'Avioane Bucuresti (IAVB), the Romanian aircraft manufacturer, for 50 of the aircraft, originally developed by British Aircraft Corp. First aircraft is scheduled for delivery before the end of 1991.

* * *

NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION conducted informational picketing Friday at the Washington Air Route Traffic Control Center in Leesburg, Va. to call attention to a "continued critical shortage of controllers at the facility and the serious implications on aviation safety." NATCA said the center handled 2.5 million aircraft last year and noted that there are 255 full-performance level controllers employed at the facility, nearly 100 fewer FPLs than were employed there prior to the Professional Air Traffic Controllers Organization strike nine years ago this month.

* * *

DECLINE IN RETAIL DELIVERIES of used jet and turboprop business aircraft this year continued during June, according to figures compiled by Aviation Data Service of Wichita, Kan. Charts detailing retail deliveries for the month and for the same month in previous years, are reprinted *on the backs of Pages 45-48.*

* * *

GENERAL AVIATION MARKET EXPANSION (GAME) PLAN Task Force telephone number changed on Aug. 1. New number is (703) 845-9006.

* * *

BANK IV in Wichita, Kan. has established an aircraft loan department to provide nationwide financing of new and used aircraft. The department is headed by Robert G. Turich, aircraft loan officer. Turich has 30 years experience in banking and aviation finance including positions with Cessna Finance Corp., Chase Aircraft Finance Co. and Maryland National Bank.

* * *

CORRECTION: Delivery figures for the British Aerospace 125-800 during the first half of 1990 were listed incorrectly *(BA, July 30/37)*. The company actually delivered nine new business jets during the first six months.

* * *

FEDERAL AVIATION ADMINISTRATION said it is investigating possible safety violations at Sikorsky Memorial Airport, Bridgeport, Conn., discovered last month during an inspection. Among the alleged violations were poorly controlled fuel spills, unqualified personnel performing safety and maintenance functions and lack of a runway landing device.

* * *

REQUESTS FOR EXEMPTIONS from various sections of the Federal Aviation Regulations are reprinted *on the backs of Pages 42-44.*

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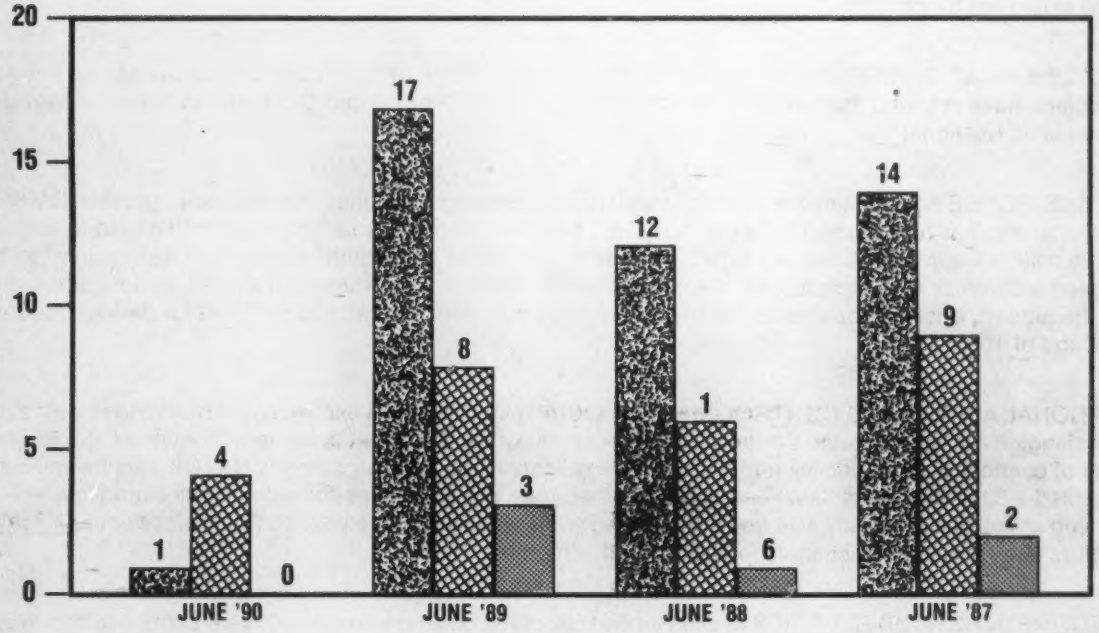
USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



FOR THE MONTH OF JUNE

LIGHT	MEDIUM	HEAVY
SN601 Corvette	Citation 3	CL600/601 Challenger
Beechjet 400	Falcon 20/200	Falcon 50/900
Citation 1 + 2	BAE 125 (All Models)	G1159 Gulfstream 2/2B/3/4
Falcon 10 + 100	I.A.I. 1123/1124/1124A Westwind	Lockheed Jetstar (All Models)
I.A.I. 1121 A/B/C Commodore Jet	I.A.I. 1125 Astra	All Airliner Type Jets
Lear Jet 23/24/25/28/29/35/36	Lear Jet 55/55ER/55LR/55XLR/55C	Such as Boeing 707 and similar type aircraft
MU300 Diamond 1/1A/2	Saberliner (All Models)	
MS760 Paris Jet		

SOURCE: AVDATA, INC., WICHITA, KS.

JULY 1990

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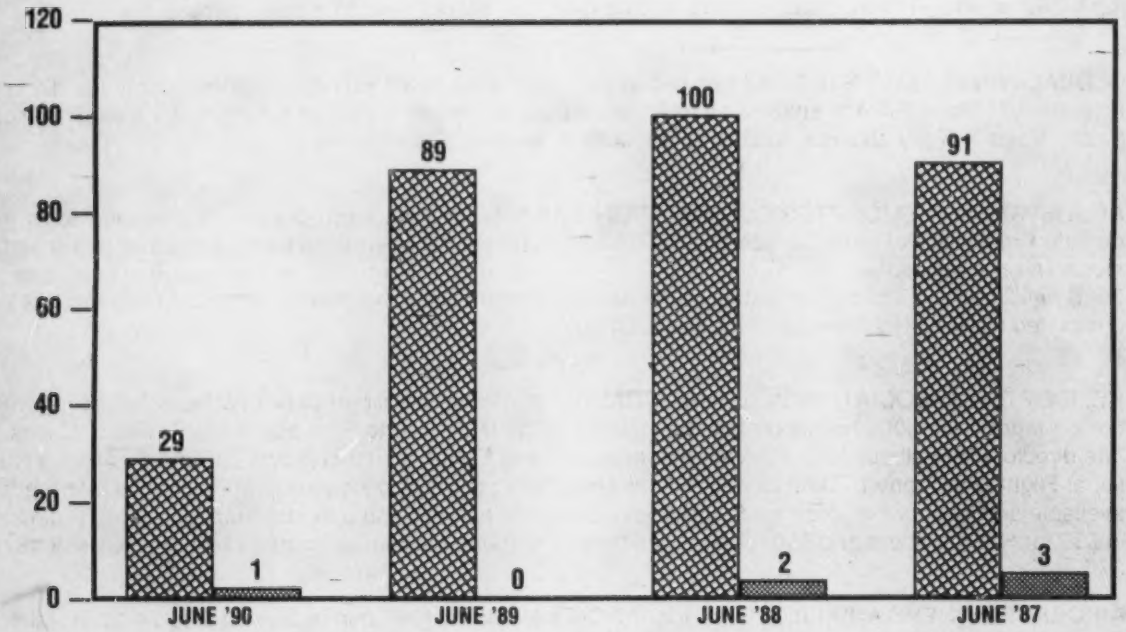
USED RETAIL TURBOPROP DELIVERIES - NORTH AMERICA



FOR THE MONTH OF JUNE

MEDIUM

Turbo Commander (All Models)
Beech 90 King Air (All Models)
Beech 100 King Air (All Models)
Beech 200 King Air (All Models)
Beech 300 King Air (All Models)
Cessna 400 SRS Conversions
Cessna 425/441/406/435
Mitsubishi MU2 (All Models)
PA31T/PA42 Cheyenne (All Models)
Swearingen Merlin/Metro (All Models)

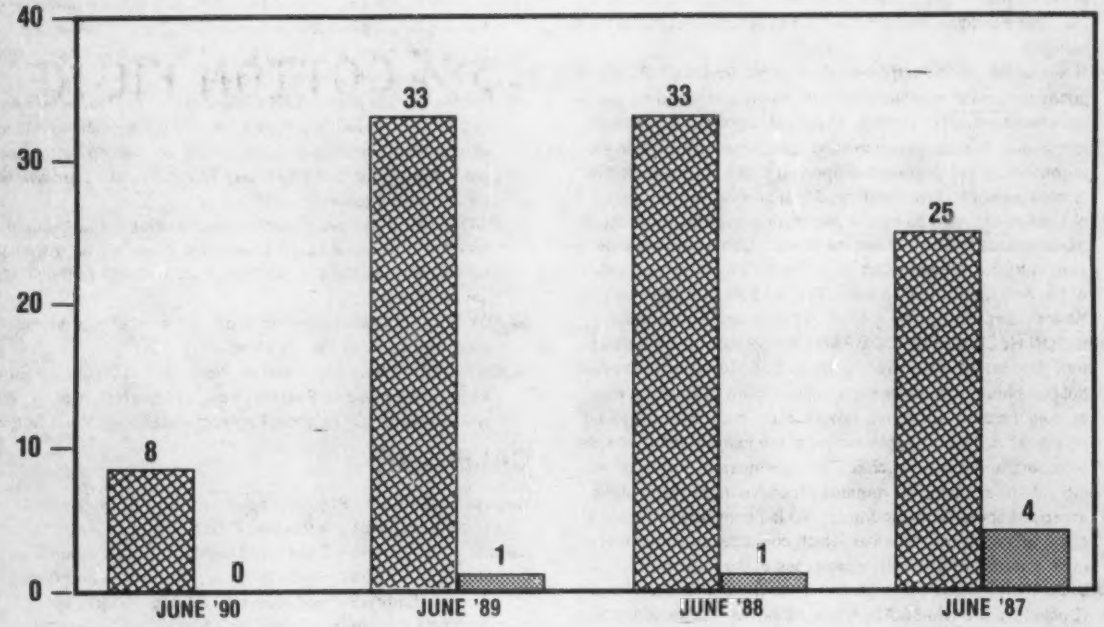
HEAVY

G159 Gulfstream 1
All Airliner Type Turboprops
Such as F-27 Friendship and similar type aircraft

SOURCE: AVDATA, INC., WICHITA, KS.

JULY '90

USED RETAIL TURBOPROP DELIVERIES - OUTSIDE NORTH AMERICA



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G159 Gulfstream 1
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SOURCE: AVDATA, INC., WICHITA, KS.

JULY '90

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THE WEEKLY OF
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DUE DILIGENCE REVIEW of Boeing de Havilland by officials representing potential buyers Aerospatiale and Aeritalia began the week of Aug. 20 and is expected to continue for several more weeks. Announcement of a final agreement by early October is possible, but not considered likely.

PAGE AVJET is engaged in discussions with Triton Air Holdings about the acquisition of Triton's Hughes Aviation Services FBO at McCarran International Airport in Las Vegas, Nev. Page previously announced signing of a definitive agreement to acquire Van Dusen Airport Services' chain of 13 FBOs.

NATIONAL AVERAGE PRICE for 100LL Avgas was up to $2 per gallon by the end of August, a 10-cents-per-gallon increase since June, according to a survey conducted by the Aircraft Owners and Pilots Association. Alaska and the Northeast regions reported the highest current average prices of $2.09 and $2.06 per gallon, respectively. Southwest and Central regions reported the low prices with $1.98 and $1.97 per gallon, respectively. AOPA, which had surveyed fixed-base operators across the country quarterly, said it intends to gather information on a monthly basis until the Middle East situation is resolved.

ALSO FOLLOWING FUEL TRENDS are members of the Senate Commerce, Science and Transportation Committee who have asked the General Accounting Office to prepare a report on the increases. Sens. Ernest Hollings (D-S.C.), committee chairman, and Richard Bryan (D-Nev.), chairman of the consumer subcommittee, specifically sought details on the rates of increases in fuel prices worldwide, the effect of the commodities market on pricing, the relationship between dealers and refiners and the impact of the increases on other industries. Committee requested that GAO present its findings within 30 days.

SENIOR FAA EXECUTIVES OPT FOR INSTANT RETIREMENT TO AVOID BENEFIT CHANGES

Number of employees retiring last month from FAA was more than double the normal rate and included several of the agency's most senior executives. Although final figures will not be available until some time this week, as of last Thursday approximately 300 FAA employees had submitted their retirement papers during August. FAA spokesmen said that on average about 140 agency employees retire in a given month. Although the approximately 300 retirees last month represents less than one-tenth of one percent of FAA's 50,000-person work force, the latest round of retirements took a heavy toll in top management ranks, including three of the agency's five executive directors.

Most prominent of those for whom last Friday was the last day on the job was Robert E. Whittington, executive director for policy, plans and resource management. A 35-year veteran of FAA, Whittington is a former air traffic controller who previously was deputy administrator and served as acting administrator for extended periods on several occasions when the administrator's post was vacant. Two other executive directors, Edwin S. Harris, who had responsibility for systems operations – including air traffic – and Wayne J. Barlow, who was responsible for regulatory standards and compliance, also retired. In addition, directors of two FAA regions – Jerold Chavkin, head of the Western-Pacific Region, and Don T. Watson, director of the Southwest, also retired. Another who retired is David Johnson, director of FAA's National Air Space Transition and Implementation Service.

A significant number of those retiring, perhaps as many as half, are involved in operation of FAA's air

(Continued on the following page)

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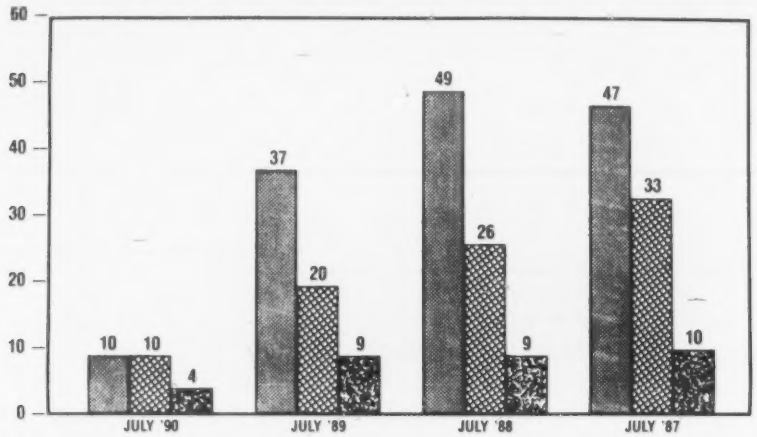
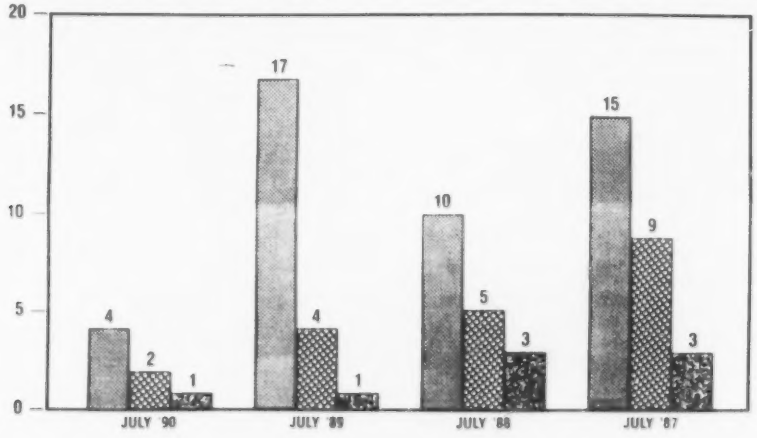


FOR THE MONTH OF JULY

LIGHT	MEDIUM	HEAVY
Citation I, II Falcon 10 + 100 LA-1 1121 A/B/C Commodore Jet Lear Jet 23/24/25/28/29/35/36 MU300 Diamond I/II/A/2 MS760 Paris Jet	Citation III Falcon 20/200 BAE 125 (All Models) LA-1 1123/1124/1124A Westwind LA-1 1125 Astra Lear Jet 55/55B/55C/55CSP Sabreliner (All Models)	CL600/601 Challenger Falcon 50/900 G1159 Gulfstream 2/2B/3/4 Lockheed Jetstar (All Models) All Airlines Type Jets Such as Boeing 707 and similar type aircraft

USED RETAIL JET DELIVERIES - OUTSIDE NORTH AMERICA



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SOURCE: AVDATA, INC., WICHITA, KS. AUGUST 1990

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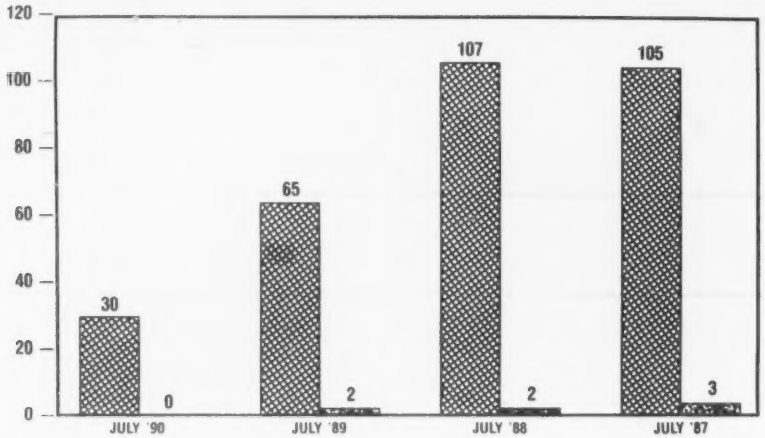

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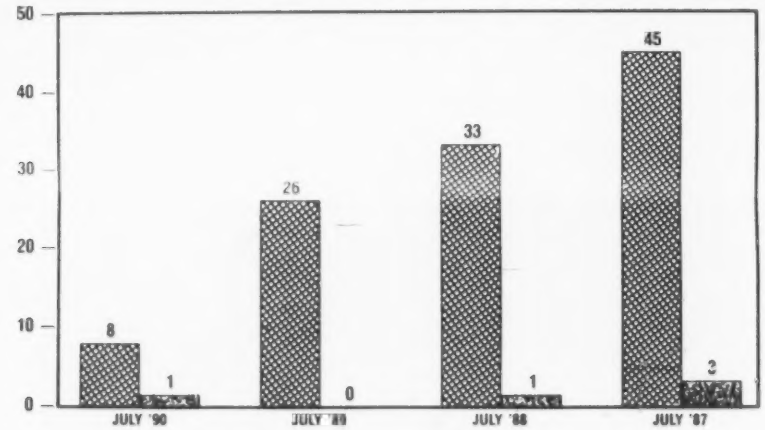

FOR THE MONTH OF JULY

MEDIUM

HEAVY

SOURCE AVDATA INC WICHITA KS

AUGUST '90

C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

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AIR TRANSPORT ASSOCIATION President Robert Aaronson probably reflected the view of most of the aviation industry last week when he said, "The bottom line in my view, is it's absolutely ludicrous to hold the air traffic control system of this country hostage to a budget crisis," particularly since aviation users pay most of the costs of operating that system. Aaronson said the budget impasse between the White House and Congress that threatens severe operating restrictions at FAA this week "absolutely" demonstrates the need for a change in how FAA is funded.

ALTHOUGH he said ATA is "very, very concerned" about possible air service disruptions this week, Aaronson said ATA did not favor passage of a "continuing resolution" by Congress that would merely extend the sequestration deadline until Oct. 20. He said the major airlines, along with "the vast majority of business concerns," are opposed to any action that would "simply put off the problem" without resolving the underlying issue. "To simply put off [a resolution of] the problem is irresponsible," he said.

PAGE AVJET'S $73 million acquisition of the Van Dusen Air Inc. chain of 13 fixed-base operations had been scheduled to close by the end of September *(BA, July 30/33)*, but as of late last week there had been no announcement that an agreement had been consummated. Officials told *BA* in mid-week that discussions were at a "very critical" point and were reluctant to make any comment that could possibly disrupt the signing of a final agreement. One complication is believed to be Van Dusen's Garrett engine overhaul business, which Garrett maintained cannot be transferred to Page without authorization by Garrett. Van Dusen took Garrett to court over the issue, but the court ruled against Van Dusen and in favor of Garrett.

ELIMINATING ALL STAGE 2 aircraft would not be enough to satisfy some anti-noise advocates. Thomas Duffy, executive director of the National Organization to Insure a Sound-Controlled Environment (N.O.I.S.E.), told the House aviation subcommittee last week there should be a continual evolution of noise standards moving toward a Stage 3.5. Duffy said Stage 3.5 can be achieved by labeling the most quiet aircraft 3.5 and striving to have all aircraft match that level by about the year 2015.

MAJOR ATC DISRUPTIONS PROBABLE UNLESS LAST-MINUTE BUDGET AGREEMENT REACHED

The aviation community and hundreds of thousands of potential travelers were bracing for a massive disruption of the nation's air traffic control system this week in the event government officials did not reach a last-minute agreement on a budget impasse between Congress and the Bush Administration. In the absence of an agreement, the provisions of the Gramm-Rudman-Hollings deficit reduction legislation will be implemented today, resulting in a 25 percent cutback in the number of air traffic controllers on the job at any given time. Aviation officials said Friday that if a budget compromise was not reached during the weekend, the only other way to avoid major ATC delays was a declaration by President Bush that air traffic controllers are essential employees and must remain on the job. The Air Transport Association, in a letter to Bush Thursday, urged him to make such a declaration to avoid "a drastic cutback on a transportation system so vital to the nation's economy..."

If the Gramm-Rudman-Hollings budget cuts are implemented, FAA said it will use its flow-control procedures to reduce air traffic to levels that can be safely handled by the reduced controller work force. Jack

(Continued on the following page)

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VOTERS IN WESTCHESTER COUNTY, N.Y. will decide next month on the future of a proposed new passenger terminal at the Westchester County Airport. Westchester County Board of Legislators recently agreed to build a new 40,000-square-foot terminal building at the airport if voters approve a $21 million bond referendum in November. An environmental impact assessment for the project has been approved. Issue of a new terminal to replace the overcrowded quonset structure at Westchester has been a contentious political issue in the community for a number of years. The board previously rejected a proposal for a 24,000-square-foot terminal that would have been financed with general obligation bonds.

* * *

SAAB AIRCRAFT has selected AIM Aviation Ltd. to design, manufacture and install interiors in the new Saab 2000 regional turboprop. Contract, which has a potential value of $200 million, also includes all external painting of the aircraft. AIM Aviation, a subsidiary of the AIM Group PLC, has become a major supplier of aircraft interiors in recent years, serving as a subcontractor to Boeing, McDonnell Douglas, British Aerospace and Airbus Industries. AIM is based at Bournemouth Airport in southern England.

* * *

CRAVEN COUNTY, N.C. Regional Airport Authority is accepting bids until Nov. 15 for a fixed-base operation. Office space, ramp space, a tie-down area and possible use of an airport-owned hangar are available Jan. 1. For further information, contact: Rayborn Clifton, Jr., Airport Manager, Craven Regional Airport, P.O. Box 3258, New Bern, N.C. 28564 or call (919) 638-8591.

* * *

PRATT & WHITNEY said a joint program with Nordam to quiet Boeing 737-200 aircraft to FAA Stage 3 noise levels reached a major milestone in its design verification phase. P&W said acoustical and performance data from model and full-scale ground tests met or exceeded all test predictions. Design for the hush kit includes respaced inlet guide vanes in the fan section, a new internal exhaust mixer and Nordam's fixed-geometry ejector suppressor and modified thrust reverser. The companies said the increased space between the engine's inlet guide vanes reduces vane wake impacting the fan blades, significantly reducing high-pitched fan noise. Flight testing of a modified JT8D engine on a 737-200 is scheduled to begin this year, with FAA certification anticipated by the end of 1991. Cost of the hush kit is estimated at $3 million per aircraft.

* * *

CONTEL is offering free software that decodes and drives user graphic equipment to produce weather maps available through the Golden Eagle pay-per-view package of services in Contel's DUATS system. Contel said the software is not necessary to obtain basic DUATS weather briefing information, which is available by modem toll-free by calling (800) 767-9989. To obtain the free software package, call Contel at (800) 345-3828 or write to: Contel DUATS, 15000 Conference Center Drive, Chantilly, Va. 22021.

* * *

LTV AIRCRAFT PRODUCTS GROUP said an IA 63 Pampa trainer has begun a two-month demonstration tour of U.S. Air Force and Navy installations. LTV is teamed with Argentinian manufacturer Fabrica Militar de Aviones (FMA) in the competition for the Joint Primary Aircraft Training System (JPATS). The services anticipate buying more than 800 JPATS aircraft from the winning bidder.

* * *

ACCIDENTS AND INCIDENTS involving turbine-powered, corporate and business aircraft from Jan. 1 through Sept. 22 of this year are printed *on Pages 125-129* of this issue. Information in the charts was compiled by Robert E. Breiling Associates, which specializes in corporate aircraft safety analyses for aircraft operators, manufacturers and insurance industry clients. Breiling Associates also publishes detailed analyses of accidents involving specific types and models of aircraft and comparative accident statistics of similar aircraft. For further information, contact: Robert E. Breiling Associates, Inc. at 6020 North Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900. Breiling Associates also is exhibiting in Booth 1587 during this week's NBAA Convention in New Orleans.

* * *

AUSTRALIAN GOVERNMENT selected the Australian subsidiary of Martin Marietta Corp., Bethesda, Md. to provide engineering support for modernization of that country's air traffic control system. Agreement is part of Australia's $360 million ATC capital investment program.

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1990 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-01-06	L-1329	Abort/overshoot during 3 engine takeoff	N96GS	FL	TO	Ferry	1	D
01-17	BE-400	Acft.lded. short, gear collapse followed	N3121B	MS	Ldg	Pass	-	S
01-18	L-23	Crash following rapid descent from FL290	N331DP	OH	Climb	Ferry	2	D
01-19	G-1159	Crash during app. to alternate in IMC	N46TE	AR	App	Pass	7	D
01-30	HS-125	Crash following reported fuel problem	GO-BOB	MO	Desc	Pass	1	D
02-03	NA-265	Ran off runway landing in IMC	N50CD	MI	Ldg	Pass	-	S
02-10	DA-20DC	Left main gear failed to extend landing	N908FR	U.K.	Ldg	Cargo	-	S
02-23	MU-300	Hit snow bank during landing	N368PU	IN	Ldg	Tra	-	S
02-24	L-31	Gear up landing, fire followed	N984JD	China	Ldg	Demo	-	D
03-15	L-24	Inflight elec. fire, pax. inj. by smoke	N100VQ	FL	Cru	Pass	-	S
03-21	CE-550	Loss of elevator control during cruise	N570RC	TX	Cru	Pass	-	N
03-21	HS-125	Aileron lock-up during cruise	N802X	GA	Cru	Pass	-	N
04-02	L-35	On liftoff, wing hit rwy. Poss.eng.loss	N51FN	CA	TO	Comm	-	D
04-06	1123	Tire failure TO, acft. ran off rwy. side	N35D	FL	TO	Ferry	-	M
04-17	DH-125	Veered off runway during landing roll	N575	CA	Ldg	Pass	-	M
04-22	CE-501	Overshot ldg.Drag chute failed to deploy	VH-LCL	Aust	Ldg	Pass	-	S
04-25	L-25D	Severe wx.FL410.Total pwr.loss.Emerg.ldg.	XA-ROZ	TX	Clb	Pass	-	D
05-06	L-1329	Pilot injured by nose wheel tire failure	XA-GZA	NY	Pkd	Pass	-	M
05-11	CE-500	Crash approach in IMC. No further info.	VH-ANQ	Aust	App	Pass	11	D
06-04	L-25	Overshot ldg. on wet rwy. Fire followed	PT-CMY	Brazil	Ldg	Pass	2	D
07-15	L-24	Skidded off runway during landing roll	N45CP	MI	Ldg	Ferry	-	S
07-18	MU-300	On ldg.,pilot rptd.no brakes, overshoot	N800TJ	WI	Ldg	Pass	-	S
07-20	G-II	Hit deer during landing	N14LT	WY	Ldg	Ferry	-	M
07-26	DA-10	Right main gear collapsed during landing	N220SC	MA	Ldg	Ferry	-	M
07-27	G-II	CAT encounter. Flight Attendant injured	N40MM	CO	Cru	Pass	-	N
08-03	DA-20	Experienced engine fire after landing	N457F	GA	Ldg	Ferry	-	M
09-01	CE-550SII	Hit deer during takeoff	N1865M	GA	TO	Pass	-	S
09-10	L-35	Hit deer during landing roll	N553M	MO	Ldg	Pass	-	M
09-11	MS-760	Crash initial climb during night VMC TO	N23ST	NM	TO	Pass	2	D
09-16	L-24	Aircraft stolen. Overshoot rwy.landing	N500P	TN	Ldg	Theft	-	S

Information is based on preliminary reports and subject to change as investigation continues

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1990 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-01-09	MU-2K	Crash landed in swamp short of runway	N606HB	FL	Ldg	Pers	-	S
01-17	CE-208A	Collided with mountain during cruise	N835FE	CO	Cru	Cargo	1	D
01-18	BE-100	Over run by ldg.airline during ldg.roll	N44UE	GA	Ldg	Ferry	1	D
01-19	MU-2B	Lost control TO following engine surge	N99SR	FL	TO	Pers	-	S
01-21	BE-300	Crashed landing, fire followed	HI5785P	S.Am	Ldg	Pass	-	D
01-23	MU-2B	Ldg. gear failed to extend, gr. up ldg.	N40RP	TN	Ldg	Cargo	-	S
01-29	CE-208B	Collided with trees/powerlines, takeoff	N4688B	VT	TO	Cargo	2	D
01-29	CE-208B	Struck ground following TO in IMC	N854FE	NY	TO	Cargo	1	D
01-31	CE-425	Crash during landing, VMC conditions	N6846D	GA	Ldg	Pers	-	S
02-05	G-159	Flew into mountain in IMC. S. America	HK3315X	S.Am	App	Pass	15	D
02-09	MU-2B	Taxi into other aircraft	N349MA	NJ	Txi	Cargo	-	S
02-09	MU-2B	Lost control clb.following eng.shutdown	N64MD	SD	Clb	Pass	1	S
02-13	BE-200	Crash during app. following power loss	N110LT	NC	App	Pass	2	D
02-13	BE-90	Nose gear collapsed landing	N57TM	PA	Ldg	Ferry	-	M
02-14	MU-2B	Rapid descent into ground from cruise	N300CW	TX	Desc	Pass	5	D
02-14	BE-200	Left main gear collapsed landing	N35EC	IO	Ldg	Pass	-	M
02-18	PA-31T	Landed hard following inst.appr. in IMC	N222GW	GA	Ldg	Pass	-	S
02-27	CE-208	Crash during ILS in IMC,icing conditions	N820FE	CO	App	Cargo	1	D
02-27	BE-100	Crash during instrument approach in IMC	N696JB	TX	App	Pass	-	D
03-06	CE-208A	Emerg.landing following power loss, cru.	N812FE	WY	Cru	Cargo	-	N
03-20	BE-200	Landed with rt. gear partially extended	N1128M	IN	Ldg	Pass	-	M
03-28	BE-100	Crash approach in IMC, fog, drizzle	N696JB	TX	App	Pass	-	D
04-01	SA-226	Ran off rwy. following engine out ldg.	N540MC	GA	Ldg	Pers	-	M
04-01	SA-227AC	Pilot "dozed off" overstressed aircraft	N27220	CA	Maneu	Ferry	-	S
04-17	690A	Failed to extend landing gear prior ldg.	N57175	WI	Ldg	Pass	-	S
05-03	CE-441	Acft missing on flt. from Miami to Aruba	N1211C	Aruba	Cru	Pass	2	D
05-20	SA-226	During taxi, prop hit ground crew	N161RS	ID	Txi	Pass	1	M
05-29	KA-90A	Crashed 4 mi.short of runway, Algeria	N707CE	Algeria	Desc	Pass	6	D
06-06	CE-208A	Overran rwy. during engine out approach	N803FE	CA	Ldg	Cargo	-	S
06-20	PA-31T	Crash during precautionary approach,VMC	YV2200P	FL	Desc	Pers	1	D
07-02	MU-2B	Inflight propelier blade separation	N722DM	FL	Cru	Othr	-	M
07-14	CE-441	Crash, cause unknown. Columbia, SA	N5511WP	S.Amer	App	Pass	2	D
07-28	CE-208	Engine out app. crash short of runway	N105YV	NM	App	Cargo	-	S
08-22	BE-90	Left main gear collapsed, landing roll	N20WST	FL	Ldg	Ferry	-	S
08-23	G-159	Veered left and crashed on lift off	N80RD	TX	TO	Pass	3	D
09-06	MU-2	Veered to right, crashed on initial clb.	N82MA	TN	TO	Ferry	1	D

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1990 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-01-23	AS-355F	Crash during off shore ops.in marg. wx.	N5791N	LA	Cru	O.S.	1	D
01-30	BE-222	Struck TV tower wire during flight	N828WA	MI	Cru	Ferry	-	S
01-30	BK-117A	Emerg.ldg. following excessive vibration	N117M	WI	Cru	Test	-	S
03-06	BO-105S	Collided with powerlines during TO.	N105SM	AL	TO	Pass	-	S
04-30	AS-332C	Descended into sea, night app.to ship	PK-POF	Indonesia	Ldg	Tra	-	S
05-14	B-222UT	Hard landing following loss of #1 engine	HI462CA	Santiago	Ldg	Pass	-	S
05-15	S-76	Ditched following engine fire warning	9M-AXW	China	Cru	Pass	-	S
06-13	S-76A	During mtnce. run-up, helo struck B-206	N15464	LA	Pkd	O.S.	-	S
07-16	S-58BT	Inflight engine fire, hard landing	N439DS	WA	TO	Ferry	-	S

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1990 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-01-11	UH-1B	Impacted terrain operating in marg.wx.	N15SX	TX	Cru	Ferry	1	D
02-04	B-206B	Crash while landing in blowing snow	N49573	WA	Ldg	Pass	-	S
02-07	B-205A-1	Collided with terr.during marg. wx. ops.	C-GNMJ	AK	Cru	Pass	6	D
02-10	B-206L	Crashed into water following lift off	N16664	NY	TO	Pass	-	D
02-22	B-206L	Collided with trees during landing, VMC	N41AA	MA	Ldg	Pers.	-	D
02-27	B-205	Fuel cont. malf. pwr.loss, lded.in trees	C-GROW	Cda	TO	Ferry	-	S
03-08	AS-350D	Autorotated into ocean,after eng. loss	N5778W	FL	Cru	Pass	2	D
03-12	B-206	Skid sunk in soft snow, helo rolled ovr.	N8KG	WA	Ldg	Pass	-	S
03-19	B-206	Hard ldg. roll over following power loss	N5016F	TX	Ldg	Pass	-	S
03-19	B-206	Power loss during initial climb, wtr.ldg.	N206AT	MO	TO	Pass	-	S
03-20	B-212	Tail rotor struck oil rig during landing	5N-AJS	Nigeria	Ldg	Tra	-	S
03-21	B-206	Mid air while on photo mission	N48U	TX	Cru	Photo	-	S
03-21	B-206	Mid air with above helicopter, photo flt.	N555TU	TX	Cru	Photo	-	S
03-25	MD-500	Hard ldg. following control problem	N5189K	GA	Maneu	Patrol	-	S
04-01	AS-350B	Water ldg. following engine malfunction	N350AP	Saipan	Cru	Pass	-	D
04-03	H-500C	Hard ldg. following power loss in cruise	N9128F	TX	Cru	Pers	-	S
04-05	SA-315B	Crash after entry into white out conditn.	N37907	AK	Cru	Pass	-	S
04-14	B-206B	Control loss during TO from frozen river	N1086Z	AK	TO	Pass	-	S
04-15	H-369HS	Hard landing following engine failure	N9138F	TX	Cru	Pass	-	S
04-15	FH-1100	Control lost during landing	N703H	AK	Ldg	Pers	-	S
04-17	B-206L-1	Hard water ldg. following engine loss	N1071A	GM	Cru	O.S.	-	M
04-17	B-212	RPM decay high elev. TO. Hard landing	C-GBHT	Cda	TO	Pass	3	D
04-20	B-205A	Control loss during logging operation	N67HJ	SC	Maneu	Ext.Ld	1	D
04-21	B-206B-3	Hard landing following power loss,cruise	N1075G	AK	Cru	Pass	-	S
05-03	H-369HS	Hit ramp vehicle during heli. pad ldg.	N9219F	HI	Ldg	Ferry	-	S
05-05	B-206	Hard ldg. during ground taxi in fog	N600HW	TN	Txi	Pers	-	M
05-08	B-206B-3	Skid stuck on TO, main rotor hit ground	N2187P	LA	TO	Pass	-	S
05-10	H-369E	Hard ldg. power failure, rotor hit tail	N5217N	CA	Ldg	Pass	-	S
05-12	B-206B	Collided with power lines during TO	N75SH	CA	TO	Pass	2	D
05-17	B-206B-3	Hard landing during FAA check flight	N53MA	ID	Ldg	Tra	-	S
05-18	H-369E	Passenger injured deplaning	N1602N	HI	Pkd	Pass	-	N
05-21	H-369D	Object fell from helo.injuring gr.crew	N8306F	WA	Hvr	Ext.Ld	-	N
05-23	H-500	Rudder pedals slipped fwd. Lded.in lake	N888S	WA	Ldg	Pass	-	S
05-23	SA-315B	Power loss during long line operation	N402AH	UT	Hvr	Ext.Ld	-	S
05-24	H-369FF	Hard ldg. following power loss in hover	N530R	CA	Hvr	Ext.Ld	-	S
05-24	H-369	Pax. fractured ankle disembarking	N1602N	HI	Pkd	Pass	-	N
05-29	B-206L-1	Main rtr. struck roof top during hover	N444JB	VT	Hvr	Ext.Ld	-	M

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1990 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS (continued)

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-06-01	H-369HS	Engine failure TO, damaged landing	N436DS	NM	TO	Pass	-	S
06-05	H-500	Crashed during powerline patrol	N8315F	PA	Cru	Pass	-	S
06-21	H-369HS	Landed hard following wind shift	N4428F	WA	Ldg	Pass	-	S
06-23	H-369D	Mid air during formation photo flight	N8605F	HI	Cru	Photo	-	S
06-23	H-369D	Mid air during formation photo flight	N1103N	HI	Cru	Photo	-	M
06-30	AS-350B	Pass. walked into tail rotor	N101FW	WA	Pkd	Pass	1	S
07-06	B-206B-3	Ext.crew fatally inj. Hit high volt.line	N3894L	TX	Hvr	Ext.Op.	1	N
07-09	H-369	Inflight electrical fire, hard landing	N505WW	CA	Cru	Pass	-	D
07-10	B-206B-3	Tail rtr. shaft & turbine failure, hover	N73LM	NJ	Hvr	Pass	-	S
07-13	H-369D	Hit terr. following eng. out warning lt.	N58235	WA	Ldg	Pass	-	S
07-14	B-206L-1	Hard ldg.following uncontained eng.fail.	N300AH	AK	Ldg	Pass	-	S
07-18	B-206B	Lost control during hover	N4796B	AK	Hvr	Ferry	-	S
07-19	B-206	Pwr.loss init.clb.water ldg.Floats fail.	N206AT	MO	Ldg	Pass	-	S
07-21	AS-350D	Hit pwr.line during positioning flight	N3598F	LA	Hvr	Ferry	-	S
07-25	B-206	Hrd.ldg.following pwr.loss during cruise	N2292W	CA	Cru	Pass	-	S
07-27	B-214B	Drive shaft failure, cruise,hard landing	N314RM	MT	Cru	Pass	-	S
08-04	B-206B	Fuel exh.hard ldg. Main rtr.cut tail off	N750LT	MA	Ldg	Pass	-	S
08-07	SA-315B	Power loss during ext.load oper.Hrd.ldg.	N351RM	WA	Hvr	Ext.Ld	-	D
08-07	B-206	Hit power lines during cruise flight	N49651	WV	Cru	Pass	-	S
08-07	SA-315B	Pwr.loss during hover with ext.load	N58000	AK	Hvr	Ext.Ld	-	S
08-13	BE-206	Tail rotor malf. Autorotated into bay	N2917W	CA	Cru	Pass	-	D
08-13	UH-1B	Collided with trees, maneu.with ext.load	N6789	CA	Maneu	Ext.Ld.	-	D
08-14	H-369A	Struck post during hover. Training flt.	N841LA	ND	Hvr	Tra	-	S
08-17	AS-350B	Emerg.landing following power loss	N26492	AK	Ldg	Pass	-	S
08-19	SA-316B	Inflight control malf/failure,crash ldg.	N83776	WY	Cru	Pass	-	D
08-22	B-206B	Mid air during photo flight	N250CA	CA	Cru	Photo	-	S
08-24	H-369A	Rolled on side during landing	N5012A	CA	Ldg	Pass	-	S
08-27	B-206B	Impacted terrain following lift off	N16933	WI	Ldg	Pass	5	D
09-09	B-206	Pwr.loss, ext.load oper.,forced landing	N385EH	AK	Hvr	Ext.Ld.	-	S
09-11	B-206	Passenger walked into tail rotor	N3200N	HI	Static	Pass	-	M

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THE WEEKLY OF
BUSINESS AVIATION

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PAGE AVJET officials said Friday they have completed the acquisition of Van Dusen Airport Services' chain of 13 fixed-base operations. The two firms had signed a definitive agreement in July under which Page was to pay about $23 million and assume approximately $50 million in additional obligations *(BA, July 30/33)*, but closing of the sale was delayed while the parties worked to resolve a number of legal and technical issues.

HOUSE AND SENATE BUDGET RECONCILIATION PACKAGES contain a three-cent-per-gallon hike in the tax on avgas and a 3.5-cent-per-gallon increase in the jet fuel tax. Senate version of the budget bill also contains a 9.5-cent-per-gallon tax increase on automotive fuels, but congressional staffers said last week that tax is not intended to be levied on avgas (although motor fuel taxes traditionally apply to avgas).

SOARING FUEL PRICES may put a crimp in the regional jet market. Aviation Systems Research Corp., Golden, Colo., which only 13 months ago predicted that 500 to 750 of the small jets would be in operation by the end of the decade, has now halved that to 300-325 unless fuel prices being paid by airlines back off to the 80-cent to $1 range fairly rapidly. ASRC said last year that fuel price is the airplane's "Achilles heel" and that an "upward spiral" would be a serious limiting factor on orders.

NUMBER OF RETAIL TRANSACTIONS involving used jets and turboprops continues to lag far behind last year's level. Through the first three quarters there were 666 retail transactions involving used business jets and 786 involving turboprops, according to information compiled by Aviation Data Service of Wichita, Kan. During the same period in 1989, 926 used jets and 1,078 used turboprops had changed hands. Aviation Data's breakdown of retail transactions during August appears *on Pages 163-164.*

SEPARATE AIRCRAFT LUXURY TAX PROPOSALS APPROVED BY HOUSE, SENATE

Different but similar proposals for a 10 percent luxury tax on certain newly manufactured general aviation aircraft were included in House and Senate versions of budget reconciliation legislation approved last week. The Senate version, which was passed early Friday morning, called for a 10 percent tax on aircraft that cost more than $250,000 and that are not used for business at least 80 percent of the time. The House bill, adopted earlier last week, resembled the Democratic alternate *(BA, Oct. 15/143)* and retains a provision that imposes the tax against all aircraft valued at more than $100,000, except for aircraft used exclusively for some exempted activities such as natural resource exploration, firefighting, agricultural application and police work. Representatives of the two legislative bodies will attempt to resolve differences between the bills in a House-Senate conference.

Although the Senate bill is viewed by the GA industry as the lesser of two evils, serious concerns remain about how the Senate version of the tax would be implemented. An aide to Sen. Bob Dole (R-Kan.) confirmed that the tax would be automatically levied against all aircraft that cost more than $250,000 and businesses would have to file for a refund of the tax after they prove their aircraft were used for business at least 80 percent of the time. Many questions remain unanswered, however, including how much time would pass before aircraft owners could claim their refunds and whether owners would get interest on their money, said James Gormley, president of the General Aviation Manufacturers Association. Manufacturers also are worried about their current orderbook, because customers have placed orders for aircraft in good faith of

(Continued on the following page)

NOW ONLINE WORLDWIDE

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – THIRD QUARTER UNIT SHIPMENTS

		3rd Quarter 90	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	21	43
TB-10	Tobago	11	36
TB-20	Trinidad	22	61
TB-21	Trinidad TC	6	10
Total		60	150
AMERICAN GENERAL AIRCRAFT CORP.			
• Single-Engine			
AG-5/B	Tiger	4	4
Total		4	4
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	35	96
BE-A36	Bonanza	19	48
BE-36TC	Bonanza	1	8
• Multi-Engine			
BE-58	Baron	9	24
BE-58P	Baron	0	0
BE-76	Duchess	0	0
BE-C90-1	King Air	8	26
BE-200	Super King Air	7	31
BE-200C	Super King Air	1	2
BE-200T	Super King Air	0	0
BE-300	Super King Air	5	7
BE-1900C	Commuter	13	35
BE-1300		1	2
BE-350	King Air	9	20
BE-350C		1	1
Starship 2000		4	9
Beechjet 400		1	1
Total		114	310
(Quarterly Billings $151,994,754)			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	10	43
BAe 146-100		1	1
BAe 146-200		2	4
BAe 146-300		6	13
HS-125-800A		7	13
HS-125-800B		2	5
Total		28	79
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	1	8
BN-2T	Islander	0	3
Total		1	11
CANADAIR			
• Multi-Engine			
CL-601-3A		7	22
Total		7	22
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	14	46
• Multi-Engine			
CE-406	Caravan II	1	2
CE-550	Citation II	6	21
CE-650	Citation III	6	11
CE-560	Citation V	12	40
Total		39	120
CHRISTEN INDUSTRIES			
• Single-Engine			
S-1T	Pitts	1	2
S-2B	Pitts	5	18
A-1	Husky	11	31
Total		17	51
(9 Domestic)			
(8 Export)			
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	1	3
AD-My.200	Falcon	1	1
AD-My.50	Falcon	4	7
AD-My.900	Falcon	1	11
Total		7	22
DE HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-8	Series 100	9	32
DHC-8	Series 300	1	10
Total		10	42
EMBRAER			
• Single-Engine			
EMB-201A	Ipanema	4	15
EMB-711ST	Corison II	3	4
EMB-712	Tupi	0	3
EMB-720	Minuano	4	11
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	14	36
EMB-121	Xingu	0	0
EMB-810D	Seneca II	6	20
EMB-820		0	0
EMB-821	Carajah	0	1
Total		31	90
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Merlin IV-C		0	0
Metro III		3	9
Expediter		0	0
Total		3	9
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-IV	Gulfstream IV	8	27
Total		8	27
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1125	Astra	4	7
Total		4	7

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		3rd Quarter 90	Cal. Year
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		*	*
LA-250	Renegade	*	*
Total		*	*
LEARJET CORP.			
• Multi-Engine			
LR-31		3	9
LR-35A		1	6
LR-36A		0	0
LR-55C		1	3
Total		5	18
(Export Billings $15,166,000)			
(Domestic Billings $8,491,000)			
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	0
M-6-235		0	3
MX-7-180	Lunar Rocket	2	6
M7-235	Super Rocket	3	8
MX-7-235		1	3
MX7-420		1	2
Total		7	22
(Quarterly Domestic Billings $709,487)			
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201 Lean Machine	17	43
M-20J	205	0	0
M-20K	231	0	0
M-20K	252	4	15
M-20L	PFM	1	7
M-20J	AT	0	0
M-20M	TLS	10	40
Total		32	105
(14 Export)			
(18 Domestic)			
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-18-150	Super Cub	0	6
PA-28-161	Warrior	0	7
PA-28-161	Cadet	0	13
PA-28-281	Archer II	0	4
PA-28-236	Dakota	0	1
PA-28R-201	Arrow IV	2	10
PA-28RT-201	Turbo Arrow IV	0	2
PA-32-301	Saratoga	10	19
PA-32R-301	Saratoga SP	0	3
PA-46-350P	Mirage	5	22
• Multi-Engine			
PA-34-220T	Seneca III	21	49
PA-42-720	Cheyenne IIIA	3	7
PA-42-1000	Cheyenne 400	0	2
PA-44-180	Seminole	2	4
Total		43	149
SHORT BROTHERS			
• Multi-Engine			
SD-3-30		*	*
SD-3-60		*	*
Total		*	*
SINGLE-ENGINE		217	650
MULTI-ENGINE		203	588
GRAND TOTAL		420	1,238

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	3rd Quarter			Calendar Year to Date		
	1990	1989	1988	1990	1989	1988
Aerospatiale	60	28	25	150	95	55
American General	4	*	*	4	*	*
Beech	114	89	78	310	259	258
British Aerospace	28	34	20	79	76	67
Britten-Norman	1	5	3	11	7	8
Canadair	7	5	3	22	13	13
Cessna	39	45	47	120	119	116
Christen	17	19	*	51	56	*
Dassault	7	5	14	22	22	37
De Havilland	10	18	11	42	39	17
Embraer	31	48	17	90	98	52
Fairchild	3	2	4	9	9	12
Gulfstream	8	10	10	27	28	31
Israel	4	1	*	7	5	8
Lake	*	5	6	*	18	24
Learjet	5	10	2	18	15	13
Maule Air	7	10	15	22	27	48
Mooney	32	43	34	105	83	109
Piper	43	191	59	149	470	190
Shorts	*	*	*	*	*	7
Total	420	568	348	1,236	1,439	1,065

* Figures not available

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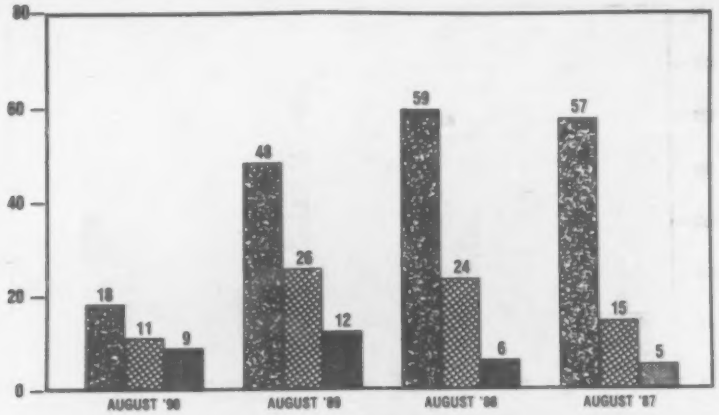
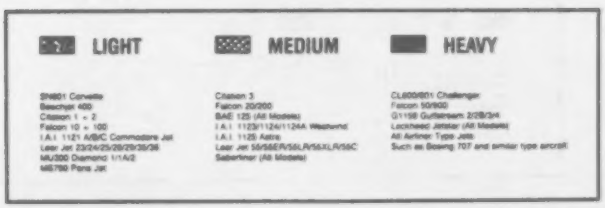
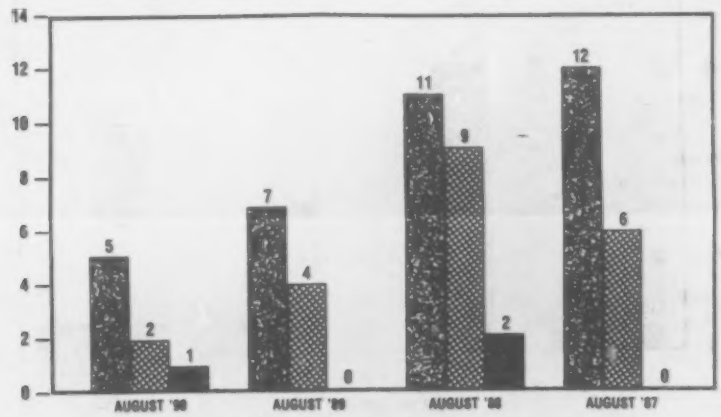
USED RETAIL JET DELIVERIES – NORTH AMERICA



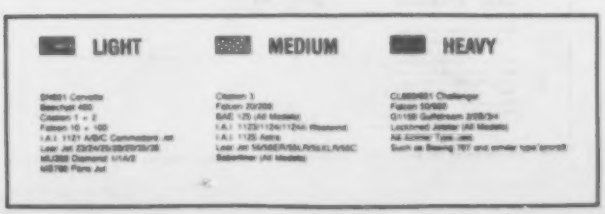
FOR THE MONTH OF AUGUST



USED RETAIL JET DELIVERIES – OUTSIDE NORTH AMERICA



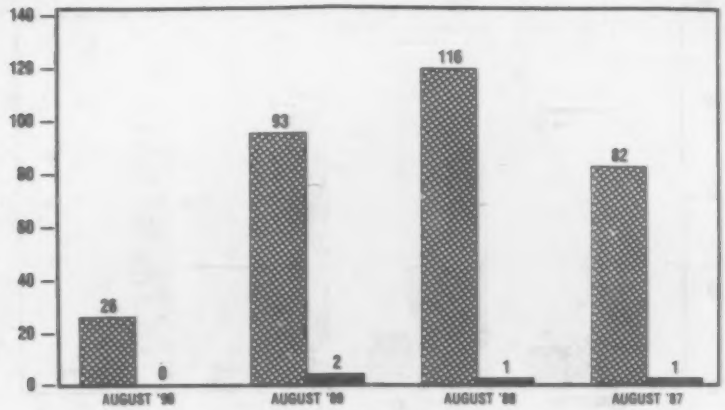
FOR THE MONTH OF AUGUST



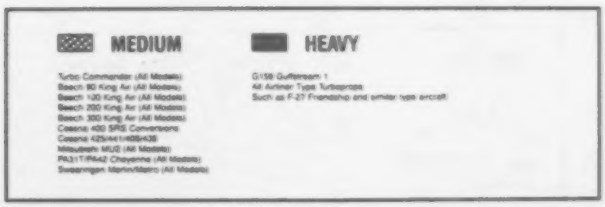
SOURCE: [illegible]

SEPTEMBER 1990

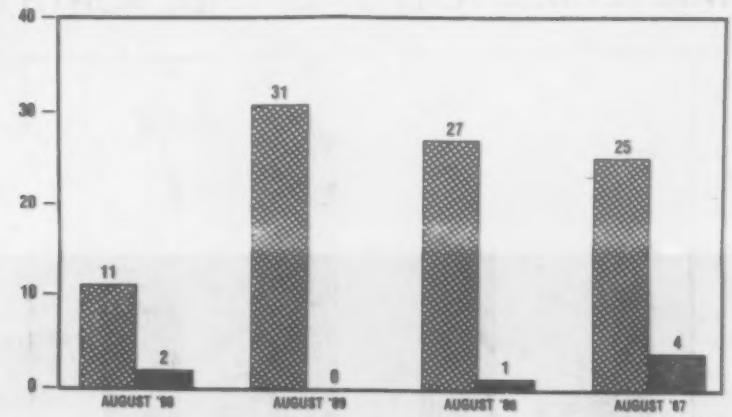
USED RETAIL TURBOPROP DELIVERIES – NORTH AMERICA



FOR THE MONTH OF AUGUST



USED RETAIL TURBOPROP DELIVERIES – OUTSIDE NORTH AMERICA



FOR THE MONTH OF AUGUST